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3 January 1962

SUBJECT: Monthly Commander's Report

TO: Chief, DPD

A. General

25X1A 1. Our flying training and maintenance programs for the month ended up very close to what we had actually scheduled. The only cancellations were the 24 hour delay in a training mission [] (damage) and a delay in the post-inspection test flight due to inclement weather. In an effort to insure maximum proficiency prior to standdown, most of our sorties were of short duration.

25X1A 2. We survived the holiday season without serious incidents of any nature. On 20 December [] gave a Christmas dinner party for [] and 25X1A members of my immediate staff. This event was held at the [] 25X1A Airport and no outsiders were present at this dinner.

25X1A 3. On 23 December our unit hosted the children of our project [] at a small party in the Hostel. This appeared to be highly successful and I believe created a lot of good will.

4. The new BX and Commissary cards have been received. Now all military personnel have adequate buying power on a par with other military personnel in the area and all griping toward this area should be eliminated. Our morale continues to be good and the Hostel area is continually becoming more livable. A piano has been purchased and installed in the area which adds to the atmosphere since we have the talent available within the unit.

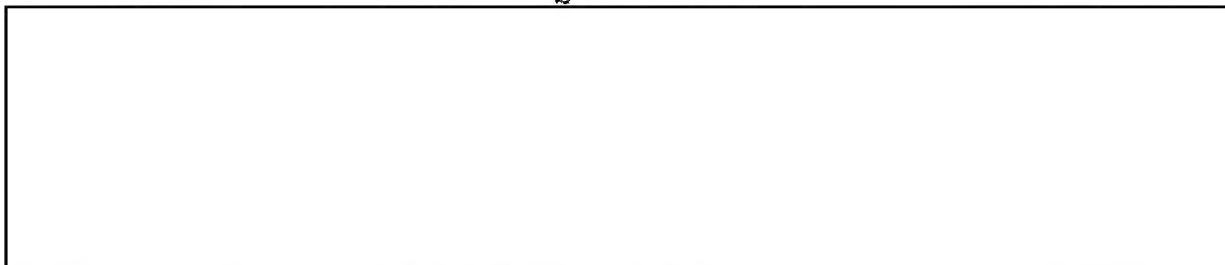
B. Administration



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3. Total expenditures for December 1961 were [redacted] Breakdown enclosed in attachment 1.

C. Operations

1. During the month of December 1961, 11 training and one ferry missions were flown in the [redacted] for a total of 30:50 hours. The ferry mission was performed on 16 December as a result of the diversion of [redacted] on 15 December due to strong crosswinds at [redacted] 60:35 T-33 hours were flown with training accomplished for December and also for the six month period ending 31 December shown in Attachment 2. Hours flown and training accomplished for the calendar year 1961 are shown in Attachment 3.

2. One training mission was cancelled 14 December due to a ground incident. The MA-2 air hose broke loose at the first coupling and whipped against the left side of the [redacted] fuselage, damaging the left engine scoop in three places (photos forwarded as attachment 4). Repair was accomplished and the mission was flown on 15 December. The following corrective action has been taken to prevent recurrence:

- a. MA-2 air hoses re-checked for deterioration.
- b. Hose couplings checked for proper installation of Mormon clamps.
- c. Torque radius re-checked on Mormon clamps.
- d. Hose connections re-wrapped with plastic tape instead of gun tape, to allow visual inspection.
- e. Momentary contact switch installed on MA-2's.

3. Two pilot meetings were conducted during the month, covering flight safety, TOC's, Unit SOP's, SB's being complied with in this inspection, and normal and emergency procedures. A Top Secret document inventory was completed on 29 December. Mission profiles 33, 33-1, 34, and 35 were designed including special fuel curves, and were added to the library of training missions. A new fuel curve was formulated for 695 gallon fuel load. The plotting of Chicom commercial stations continues and mainland area WAC charts have been ordered to facilitate location of these stations. Ten mission overlays were completed by the Photo Interpreter. The Photo Interpreter also conducted instruction classes for the [redacted] in plotting and marking overlays.

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4. A Unit Simulated Combat Mission was conducted on 15 December to insure familiarity with and accuracy of Unit SOP's. With the exception of minor changes in SOP #25 (Sterilization of Mission Aircraft), procedures were adequate and comprehensive. The mission was considered both timely and successful.

5. [] has flown 76:10 hours in [] and 118:00 hours in T-33 aircraft during the calendar year. A breakdown of his flying is as follows:

[]

TOTAL	NR FLTS	WX	GCI	GCA	ADF	SFO	NIGHT	HOOD
76:10	26	1:05	0	13	18	5	0:55	0:50

T-33

TOTAL	WX	GCI	GCA	ADF	SFO	NIGHT	HOOD
118:00	10:00	0	46	31	8	26:45	20:35

6. With the exception of the one eight hour USCM flight, all other sorties for the month were of 2 hour duration to insure maximum currency and proficiency of [] prior to [] entering inspection. Maintenance test flights were scheduled on 29 and 30 December, but were cancelled due to weather. In view of the forecast, flight was not re-scheduled until 2 January 1962. A second USCM is scheduled for 4 January, and with the completion of one proficiency flight each, all [] will be considered current and combat ready.

D. Materiel

No major Materiel problems encountered during this period. Vehicle support capability is now well stabilized through the replacement of oldest equipment with later models. Overall logistics support by [] continued at its usual high effectiveness. Pipeline time from our submission of a requisition to the receipt of supplies from this division averages 13 days, with priority requests averaging even less intransit time. (This excellent support has been characteristic of that activity over the past year).

E. Maintenance

1. The one hundred hour inspection was started on 16 December. During this inspection period nine S/B's were accomplished. S/B 536, Fuel System Revision, and S/B 557, Revision of the Slipper Tank Fuel Transfer Configuration required the bulk of the total man hours expended. S/B 536, replacement of sump tanks, required some rework in the structure and components in the [] to make the installation. Hydraulic Fuel Pump Bracket was repositioned forward and outboard to make connection with the new fuel strainer. Mounting clamps on new fuel strainer bracket were re-located to make connection with Hydraulic Fuel Pump and main fuel lines from sump tanks. RH sump tank shut off valve bracket was reworked to fit the structure member to pick up existing installation holes. Original fuel lines required clearance due to new lines being installed, clearance was obtained by re-locating clamps and spacers. LH sump

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tank scupper drain cup had to be removed to be trimmed and reworked to fit LH sump tank. RH sump tank was received with all the pilot shut off valves and floats installed, LH sump tank valves and floats were installed at this station. During fuel flow check out RH Aux Tank and Slipper would not feed to sump tank, due to a faulty check valve. S/B 588, Sump Tank Drain & S/B 589, Manifold Lines Drain were not completed during this inspection, S/B's were received after sump tanks were installed in article.

2. Hundred hour PE inspection and Engine trim run completed December 28, and the [] was ready for test flight on 29 December.

G. Personal Equipment and Medical

1. The two 9207 seat packs that were on back-order to us have arrived and were outfitted. We now have six complete kits.

3. During the standdown period the P.E. Van was completely modernized and repainted.

4. The T-33 survival equipment was examined and the kits were improved with additional and replacement items.

5. The doctor downtown whose signature we use has requested that he personally document all immunization records. Though this gives him greater legal protection it creates another security leak and requires two to three days to complete action on the records. We are trying to work out a more satisfactory compromise.

6. Medical supply requests are now being cabled direct to Headquarters in anticipation that this method will expedite the receipt of equipment here; a trial order is in process now.

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II. Special Equipment

25X1A 1. Our main concern this month has been overhaul and inspection of [] shutters and their components. This type of inspection is more intensive than the normal pre and post flight inspections. Components reaching limits in time or cycles are overhauled or replaced as per our SOP's.

2. We completed the first of a series of four service bulletins. The rest will be completed as received. Since most service bulletins represent improvement to the equipment, they are complied with immediately on receipt.

25X1A 3. Liaison with [] is normal. There are no particular problems in this area.

4. All leaves have been completed and Special Equipment is again at full strength.

I. Installations

1. Hostel Area

a. Preventative maintenance on the window air conditioner units, started in November, was completed during this reporting period.

b. A 7.5 KW heating unit was installed in the 5 ton air conditioner in the mess hall - bar area. Desired temperature is controlled by a wall thermostat.

2. Hangar Area

a. The installation of the electric demand meter and transformer was completed during the month.

b. A complete overhaul of the existing phone system has been initiated. The field line originally used is being replaced with multi-pair cables and terminal boxes to facilitate maintenance and future requirements.

25X1A

5 Inclosures:

- 25X1A 1. Breakdown of December expenses, 1 copy h/w
25X1A 2. Breakdown of [] flying time, 1 copy h/w
3. Annual Flying Accomplishment Chart, 1 copy h/w
4. 5 Photos of [] Damage, u/s/c.
5. Identities, in trip, u/s/c.

Distributions:

0 & 2 - Hqs, w/atts as stated

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